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REVIEW

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DASAF'S CORNER

From the Director of Army Safety

Gearing Up Again—Safely

For many of us, the holidays are once again warm memories of celebrations with family and friends. For those of you deployed around the world, I trust you felt our gratitude for the tremendous sacrifices you and your families make every day for our country.

I am confident that we all are refreshed, re-energized, and eager to kick off the new year. But a word of caution is in order as operations at our training bases and in our theaters of operation get back into full swing. Environmental conditions—brownout and this season's snow and ice—can complicate even routine operations and missions. Last year we had one Class A aviation accident with 16 injuries and three on-duty Class A ground accidents with two military fatalities and one civilian fatality during the month of January.

The aviation accident occurred during an NVG, multi-ship, terrain-flight approach to a known dusty landing strip. The CH-47D landed on its aft landing gear as a dust cloud enveloped the aircraft. As the forward landing gear made ground contact, the aircraft rolled into an irrigation ditch. As a result, the aircraft rolled right and the nose pitched down, causing the rotor systems to contact the ground. Fortunately there were no fatalities, but 16 personnel were injured and the aircraft was destroyed.

On the ground side, a tank commander was pinned and sustained fatal injuries when his armored combat vehicle overturned while en route back to a cantonment area. The second Army fatality occurred when a National Guard Bureau soldier driving his POV home from duty following annual training was struck by a POV driven by a civilian who had fallen asleep at the wheel. In the third on-duty ground accident, the driver of a 5-ton Army motor vehicle was making a U-turn and struck a POV. The civilian driver received fatal injuries.

As we gear back up to full speed, I ask that each of you watch the hazards. They are present in our theaters of operation, they are present on the highways in our POVs, and they are present during each of our training events. If your risk management skills got a little rusty during the break, get your mindset back on those five simple steps it takes to effectively manage risks in whatever situation you are operating.

Accidents and injuries are preventable if each of us makes a concerted effort to identify and control hazards in even our most routine tasks. Conditions are constantly changing, and we must always be mindful that as those conditions change new hazards come up. Stay alert and stay focused. We can reduce those four Class A on-duty accidents and three fatalities to zero this January. ☼

Train Hard, Be Safe!

BG James E. Simmons

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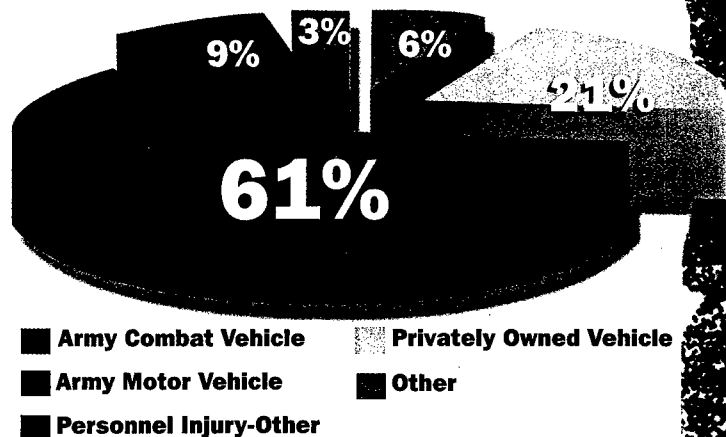
FY02 ARMY GROUND ACCIDENT WRAP-UP



"How Did We Do?"

Overall, the Army experienced an 18-percent decrease in Class A through C ground accidents in FY02 from FY01. However, there was a 15-percent increase in Class A ground accidents from FY01. Increases occurred in Army vehicle accidents (including wheeled and tracked vehicles), personnel injury (PI) accidents, and privately owned vehicle (POV) accidents.

FY02 Class A Through C Army Ground Accidents



Privately Owned Vehicle (POV)

Of the 189 Army fatalities in FY02, 113 (60 percent) of those occurred in POVs. POV accidents continue to be the most common cause of accidental death in the Army. The 113 fatalities for FY02 represent an increase of 14 over FY01 losses of 99. The most disturbing trend here was the increase in motorcycle fatalities, from 16 in FY01 to 25 in FY02, an increase of 56 percent. The most common reported cause of fatal POV accidents continues to be excessive speed. Other causes that continue to contribute to these fatal accidents are failure to stay alert or attentive while driving and driving while fatigued. Failure to use required safety equipment, such as seatbelts, also continues to be involved in fatal POV accidents. Although driving under the influence of alcohol and drugs was not as prevalent in non-motorcycle accidents, it was a causal factor in many of the motorcycle accidents.

These factors continue to contribute to the loss of our soldiers, and command involvement to change this adverse trend is critical. Leaders must get involved and emphasize safety and risk management both on and off duty. The U.S. Army Safety Center (USASC) has provided a toolbox of potential controls (POV Toolbox - 3rd Edition) for use in developing or expanding POV accident prevention programs. This toolbox contains detailed information on controls and examples and can be downloaded from the Army Safety Program homepage on the Internet at <http://safety.army.mil>. Since no single control can target all hazards or be guaranteed to be 100 percent effective, it is important to develop a program with a variety of controls.

Personnel Injury (PI)

PI accidents accounted for the largest number of Class A through C Army accidents this fiscal year. In FY02, 1,138 accidents fell into this category, compared to 1,397 in FY01. This figure represents a 19-percent decrease. The most frequent activities performed during the course of these PI accidents included: parachuting—29 percent; physical training (e.g., confidence course, running, and jogging)—15 percent; sports activities—13 percent; and

“human movement” (e.g., walking, running, climbing, and mounting)—11 percent.

Although the story on PI-related Class A through C accidents is good news, the same is not true for Class A accidents and fatalities. In FY01 the Army experienced 35 Class A PI accidents, resulting in 33 fatalities. However, in FY 02, there were 43 Class A accidents that resulted in 45 fatalities. Of these 45 deaths, 14 were on-duty fatalities and 31 were off-duty fatalities. Of the 14 on-duty fatalities, 9 involved physical training activities (5 participating in PT testing and 4 running or jogging). Of the 31 off-duty fatalities, 19 involved sports activities. Almost all (18) of these fatalities involved water activities (7 swimming, 7 boating, 2 scuba diving, and 2 fishing from a watercraft). Frequent causal factors in these water activity fatalities were errors in judgment and alcohol.

Army Motor Vehicle (AMV)

There were 166 Class A through C AMV accidents in FY02, down 38 percent from FY01. Most (72 percent) of these accidents involved tactical vehicles, with high mobility multi-purpose wheeled vehicles (HMMWVs) being the most frequent (36 percent). Government sedans and station wagons were the most frequent (12 percent) commercial vehicles involved in AMV accidents.

Although the decrease in Class A through C AMV-related accidents is good news, the same is not true for Class A accidents and fatalities. In FY01, the Army experienced 12 Class A AMV accidents that resulted in 9 fatalities. In FY02 there were 19 Class A accidents that resulted

in 16 fatalities. Tactical vehicles accounted for seven of the fatalities, with five involving the HMMWV. Commercial vehicles accounted for nine of the fatalities, over 2-ton commercial trucks accounted for four, sedans and station wagons accounted for three, and short-term lease vehicles accounted for two fatalities.

ACCIDENT EXAMPLE: Three soldiers were in an M1025 HMMWV on their way to a meeting. The operator was following too closely to the vehicle to their front and when he approached a traffic jam and had to apply the brakes, the vehicle fishtailed. The operator lost control of the HMMWV and struck another vehicle. The HMMWV flipped over and one of the passengers was fatally injured.

Army Combat Vehicle (ACV)

There were 48 Class A through C ACV accidents in FY02, down 24 percent from FY01. The majority of these accidents involved either the M1 tank (35 percent) or carriers (29 percent). Although Class A through C accidents were down compared to FY01, FY02 saw an increase of one Class A accident and one fatality over FY01. There were six Class A ACV accidents in FY02, resulting in five fatalities. One Class A accident involved an armored vehicle launched mine clearing line charge (MICLC) that caused two civilian fatalities. As with the Class A through C accidents, the vehicles involved in the remaining five FY02 Class A accidents were M1 tanks and carriers.

Explosives

Although explosives accidents do not account for a large portion of the Class A through C accidents and fatalities, an increase in Class A accidents and particularly fatalities involving explosives was observed in FY02. There were only 37 Class A through C accidents in FY02 compared to 34 in FY01, but the Class A accidents rose from 1 to 5 and fatalities from 4 to 10 in FY02. This increase was due primarily to three accidents that involved multiple fatalities.


ACCIDENT EXAMPLE: Two soldiers were fatally injured and 13 others received non-

fatal injuries in a 105mm artillery accident when a round impacted short of its intended target. While conducting a calibration mission, an artillery unit did not follow established firing procedures while conducting live fire. Numerous factors were involved in this accident: the firing mission was inadequately planned due to fatigue and lack of experience, it was not adequately supervised, and there were insufficient MOS-trained and qualified personnel to support the mission.

Conclusion

Overall, there has been a decrease in the number of Class A through C accidents from FY01 to FY02. However, there has been an increase in the number of Class A accidents and fatalities. As with previous years, POV accidents account for the majority of fatalities (60 percent), with PI in second place with 24 percent. AMV and ACV accidents account for a total of 11 percent, and explosives accidents account for the remaining 5 percent.

It is critical that individual soldiers and leaders at every level take positive action to reverse this increase in Class A accidents and fatalities. Every soldier must take responsibility for his or her actions and manage risks in their on- and off-duty activities. Leaders at all levels must be tactically and technically proficient and enforce standards. Command involvement at the appropriate level is key. Solid command support and emphasis on risk management and by-the-book operations up and down the chain of command is a must.

Each leader and soldier must remember that he sets the example for his troops and fellow soldiers. Make sure you set the right example. 

Editor's note: These statistics are current from the USASC database as of 5 December 2002. Delayed reports could change these figures somewhat in the coming months.

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SLIPS HAPPEN

Recently, the Army experienced an accident involving the M1A1 Abrams Main Battle Tank. While the loader was preparing to load a round during tank table VIII of a gunnery operation, he slipped on the turret floor and fell forward, putting his left hand on the already retracting ammunition ready door to stop his fall. His glove was caught on the locking mechanism and when the door opened fully, the loader's fingers were caught in the gap between the door and the bulkhead. As a result, the loader's index and middle fingers were partially amputated, and he suffered severe fractures to his ring finger.

There are numerous cautions and warnings posted in the tank and technical manual (TM) regarding the hazards associated with putting your hands near a moving ammunition door. While the loader was aware of these hazards, he put his hand on the already retracting ammo door as a reflex to his fall. He did not have time to retract his hand due to the rapid movement of the doors.


Several days before the accident, the azimuth servo in the gunner's station had a major hydraulic leak, so maintenance personnel replaced the servo and repaired the leak. After repairs were completed, the floor of the turret was not cleaned thoroughly, leaving behind residual fluid. The paint and non-skid surface on the turret floor had long since worn away, exposing bare metal that provided the perfect environment for the residual fluid to become a slip hazard.

Due to shortages of crew members in the unit, the loader was required to be the loader for two tanks during the gunnery. The night before the accident, the loader had only two hours of sleep. The accident vehicle was not the loader's assigned vehicle and although he was aware of the residual fluid on the turret floor, he made no attempt to clean it up.

While waiting to fire, the loader used the little bit of downtime he had to get some much-needed rest.

This accident could have been avoided if the crew would have ensured that the turret floor was free of hydraulic fluid after maintenance on the azimuth servo was conducted and if the turret floor had been maintained properly. The preventive maintenance checks and services (PMCS) listed in TM 9-2350-264-10-1 specifies that all exposed metal surfaces or worn non-skid surfaces should be painted with the appropriate paint and non-skid compound listed as item 18 in Appendix D of TM 9-2350-264-10-2. While the accompanying non-skid diagrams in the current PMCS depict only the outside areas of the tank and loader's seat, the non-skid compound also should be used on the turret floor. A change to the TM is currently in the works to correct this oversight.

It is also important to note that when painting any vehicle, you should use TM 43-0139 to find the appropriate paints and procedures for that vehicle. If you still have questions, contact your local Logistics Area Representative (LAR) for assistance.

In addition to the accident vehicle, other M1 series vehicles were found to have exposed metal and worn non-skid surfaces in the turret area, setting the stage for this accident to repeat itself. While the hydraulic fluid on the floor had a role in this accident, the impact it made was compounded by the fact that the non-skid surface was non-existent. Other agents such as water and mud can be just as dangerous if the non-skid surface is worn away. What does your turret floor look like? 

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Every commander is the safety officer for his or her unit and is personally responsible and accountable for the safety of soldiers and the safe conduct of unit activities in operations and training. As the Army Safety Officer, the Chief of Staff, Army (CSA) has repeatedly emphasized the importance of aggressive involvement of commanders in the safety of their units.

The CSA directed the development of a Commander's Safety Course (CSC) to ensure commanders have the knowledge and tools to effectively manage their unit safety programs and to incorporate risk management into all unit planning and activities. Specifically designed to provide safety tools to assist in creating and implementing an effective safety program, commanders now have available, through the online CSC, risk management tools that can help

automates the risk management process described in Field Manual (FM) 100-14, *Risk Management*, and uses a database of shared risk management worksheets that allow the exchange of knowledge and experience Armywide. Risk management worksheets will be shared by the U.S. Army Training and Doctrine Command (TRADOC) Distance Learning Web site and the USASC Risk Management Information System (RMIS). The USP tool transfers conceptual information for drafting a unit safety program into practical applications in the unit. This particular tool also allows users to access guidance from internal and external sources through the Internet and to check their USP against a model safety program and checklist.

Beginning 1 October 2002, the CSA has directed that company-grade officers successfully complete the CSC before assuming command

Commander's Safety Course: The Road Ahead

them reduce accidents among soldiers and civilian employees, both on and off duty. The

CSC leverages multimedia, web-based distance learning technology and is accessible and easily retained for everyday use. Alternately, the CSC is available as a CD-ROM.

The CSC incorporates refresher training on risk management and three tools—resource navigator, risk management, and unit safety program (USP)—for commanders to use in implementing safety programs and managing risk within their units. Equivalent to 30 classroom hours, the courseware contains five modules: Army safety, driving safety, unit safety, resource navigator, and risk management. The courseware includes progressive checks on learning and tests for each module that certifies the student as having completed the course.

The tools may be downloaded and used as risk management resources in the unit. The resource navigator enables the commander to quickly access risk management and safety resources from internal and external sources such as Army Knowledge Online (AKO) and the U.S. Army Safety Center (USASC). The risk management tool



(Implementing Message from HQDA WASH DC//DAMO-TRZ//141224ZAug02, Subject: Commander's Safety Course). Brigade commanders will certify successful completion. Brigade and battalion-level commanders must complete the CSC before attending the Fort Leavenworth Pre-command Course.

The CSC is located at: https://www.aimsrdl.atc.army.mil/secured/accp_top.htm. Commanders may register for the course at https://www.aimsrdl.atc.army.mil/secured/accp_top.htm or <https://www.atrrs.army.mil>. Some 1,200 students are currently enrolled. Upon completion of the course, students will be awarded a certificate of completion as their course record.

All Army leaders are encouraged to complete the CSC and use the tools. First Sergeants and other non-commissioned officers, enlisted personnel, safety officers/NCOs, facility managers, shop chiefs, and other federal civilian employees may enroll in the CSC for self-development at <https://www.atrrs.army.mil>.

Future plans include incorporating the CSC into the U.S. Army Sergeants Major Academy

(SMA) curriculum. This action will support the existing three common core tasks that have been revised for the SMA.

Although the USASC is the course proponent, TRADOC will continue an active role in the ongoing development of Version 2. The updated version will enhance the entire Army's ability to manage risks by expanding the capabilities of current tools and providing commanders with additional risk management tools and real-time hazard and risk data for decisionmaking.

Already established as the model for all future distance learning safety projects, Version 2 of the CSC will further refine the courseware to enable a better exchange of information. TRADOC is currently submitting an FY03 unfunded requirement (UFR) to secure funding for development and fielding of CSC Version 2. —

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Snooze BEFORE



During the holiday season, many soldiers will be looking forward to an extended leave period and time with their family and friends. While you may be eager to begin this period of rest and relaxation, don't be in a rush to jump in the car after a long day of soldiering. The extended hours soldiers face and the associated lack of sleep could equal danger on the open highway.

It is difficult to attribute crashes to sleepiness because there is no test to determine its presence, as there is for intoxication. In addition, there are no standardized criteria for making the determination of driver sleepiness, and there is little or no police training in identifying drowsiness crash factors.

The National Highway Traffic Safety Administration (NHTSA) estimates that approximately 100,000 reported accidents annually (about 1.5 percent of all crashes) involve drowsiness or fatigue as a principal causal factor. A conservative estimate of related fatalities is 1,500 annually, or 4 percent of all traffic crash fatalities. At least 71,000 people are injured in sleep-related accidents each year, and NHTSA estimates that these crashes represent \$12.5 billion in monetary losses annually.

You Drive

Drowsiness or fatigue could play a role in crashes attributed to other causes as well. About 1 million crashes annually—one-sixth of all accidents—are thought to be produced by driver inattention. Sleep deprivation or fatigue makes such lapses of attention more likely to occur.

Unfortunately, a lot of people drive sleepy. In a 1999 National Sleep Foundation (NSF) poll, 62 percent of all adults surveyed reported driving a car or other vehicle while feeling drowsy in the prior year. Of those surveyed, 27 percent reported that they had, at some time, dozed off while driving, and 23 percent of adults stated that they know someone who experienced a sleep-related crash within the past year.

You can't control your own sleep and, if you're tired, you can fall asleep at any time. Just as you can fall asleep at any time, you can also fall asleep anywhere and that includes on the road. While driving, people tend to fall asleep more often on high-speed, long, boring, rural highways. All drivers are at risk of a sleep-related accident if they are:

- Sleep-deprived or fatigued (awake for 20 hours or more or 6 hours of sleep or less in a 24-hour period).
- Driving long distances without rest breaks.
- Driving through the night, the early afternoon, or other times when they are normally asleep.
- Taking medication that increases sleepiness or drinking alcohol.
- Driving alone.
- Frequent travelers (e.g., business travelers).

Sleep-related crashes are most common in young people, who tend to stay up late, sleep too little, and drive at night. A North Carolina state study found that 55 percent of crashes involving drivers who fell asleep at the wheel involved people 25 years old or younger, with a peak age of occurrence of 20. Of those accidents, 78 percent of the drivers were male. Shift workers, people with more than one job, and commercial drivers are also susceptible to sleep-related accidents.

Prevention is the key for avoiding sleep-related crashes on the road. Before you begin a trip, you should follow these rules for safe, alert driving:

- Get a good night's sleep. The average person requires about 8 hours of sleep per night, although this figure varies from individual to individual.

- Plan to drive long trips with a companion.

Passengers can help look for early warning signs of fatigue or switch drivers when needed. Passengers should stay awake to talk to the driver.

- Schedule regular stops of every 100 miles or two hours.


- Avoid alcohol and medications (over-the-counter and prescribed) that could impair performance.

Alcohol interacts with fatigue and increases its effects, just like drinking on an empty stomach.

What should you do if you feel fine when you start your trip, only to get that drowsy feeling just a little down the road? First of all, look for the warning signs of fatigue, which include:

- Forgetting the last few miles driven.
- Drifting from lane to lane or hitting rumble strips, and jerking your car back into your lane.
- Experiencing wandering or disconnected thoughts.
- Yawning repeatedly or rubbing your eyes.
- Having difficulty focusing or keeping your eyes open.
- Tailgating, missing traffic signs, or missing turns.
- Having trouble keeping your head up.
- Impatient, irritable, and restless feelings.

Recognize when you are in danger of falling asleep—you cannot predict when you may nod off. Respond to the symptoms of fatigue by finding a safe place to stop for a break. Pull off into a safe area away from traffic and take a brief "power" nap (15 to 45 minutes) if you are tired. Drink coffee or another source of caffeine to promote short-term alertness, but be aware that it takes about 30 minutes for caffeine to enter the bloodstream. **TURNING YOUR RADIO UP AND ROLLING DOWN THE WINDOWS WILL NOT KEEP YOU AWAKE!** The *only* cure for drowsiness is sleep.

Before you get in your car this holiday or any season, make sure you have enough rest to complete your trip safely. Eight hours might seem like a long delay, but it is still shorter than forever. 

Article adapted from material found on the NSF Web site, www.sleepfoundation.org

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My story starts on a beautiful winter day in the year of our Lord 1970. I woke up this day very early, one—because it was Christmas; two—I was visiting my father in Massachusetts; and three—because we were going tobogganing today. I was 10 years old and life could not have been much better. I always looked forward to wintertime in the northeast, largely due to all the winter sports that were available. At this tender age I knew nothing of terms like risk management, preventive maintenance checks and services, risk assessment, or any of the multitudes of other terms we use on a daily basis in the Army. As it turns out, I found at an early age what happens when you don't apply those principles to everyday event planning.

I remember getting up before everyone else, dressing, eating breakfast, and then jumping on my father to wake him up so we could get out the door. (That was my first unsafe act!) As the rest of the group slowly got ready, I waited patiently by the car. Finally, everyone piled into the car and we were on our way, all eight of us crammed into the family station wagon with the toboggan strapped to the roof.

When we finally arrived at the hill of our choice, we all jumped out of the car and began unstrapping the toboggan. It was a miracle we didn't kill someone just getting it off the car's roof! For those of you unfamiliar with a toboggan, it is basically an oversized sled, and ours was about 8 feet long and weighed somewhere around 100 pounds. There was enough space to fit all eight of our crew, and then some, on it at the same time.

After we finally got the toboggan on the ground, we all participated in pulling it up the hill, which seemed at least a mile high. When we got the toboggan to the top of the hill, we all piled on as my father sat at the wheel. (I forgot to mention that the only major difference between a sled and a toboggan is the toboggan has a steering wheel in the form of a bicycle handlebar.)

At first we went screaming down the hill, all laughing and having a great time. This went on for a few hours until some of us got tired, the first being my 5-year-old brother. He agreed to stay at the bottom of the hill and watch as everyone

Over the Hills and Through the Woods

else continued to have fun. After a while, my father finally said we had had enough and this would be our last run. When we got to the top that last time, we pushed extra hard to get a good start and again went screaming down the hill. Since we had pushed so hard at the top, we carried more speed at the bottom and ended up going a lot further than we had gone before. Keep in mind that all this time, my little brother still was waiting at the bottom of the hill for us. Unfortunately, this part of the hill was very icy and my father lost control of the toboggan. And who was directly in the path of the out-of-control beast? None other than my little brother.

We slammed into him as my father frantically tried to steer away, while at the same time yelling at him to move. I expected to see my little brother go flying through the air as we hit him, but instead he stuck like glue to the handlebar and was dragged for a while until we could finally stop. My father, along with the rest of us, was in a panic because it appeared as though the handlebar had gone right through my brother's head. There was blood all over the place, and I thought he was dead. Fortunately, he received only a gash

on his head and was not badly hurt, even though the handlebar had penetrated the pile cap he was wearing. One hospital visit and a few stitches later, we were on our way home.

The lessons learned from this accident are many. If proper pre-mission planning was used by my father, he never would have tried to take eight kids by himself on this trip—a few adults were in order for this mission. Secondly, he did not conduct a proper safety check of the equipment we were using; the steering handle had a grip missing, which is the reason why my little brother was injured the way he was. And last, but certainly not least, my father never should have allowed my brother to be anywhere near the path of the toboggan. If he were not there, he never would have been hurt.

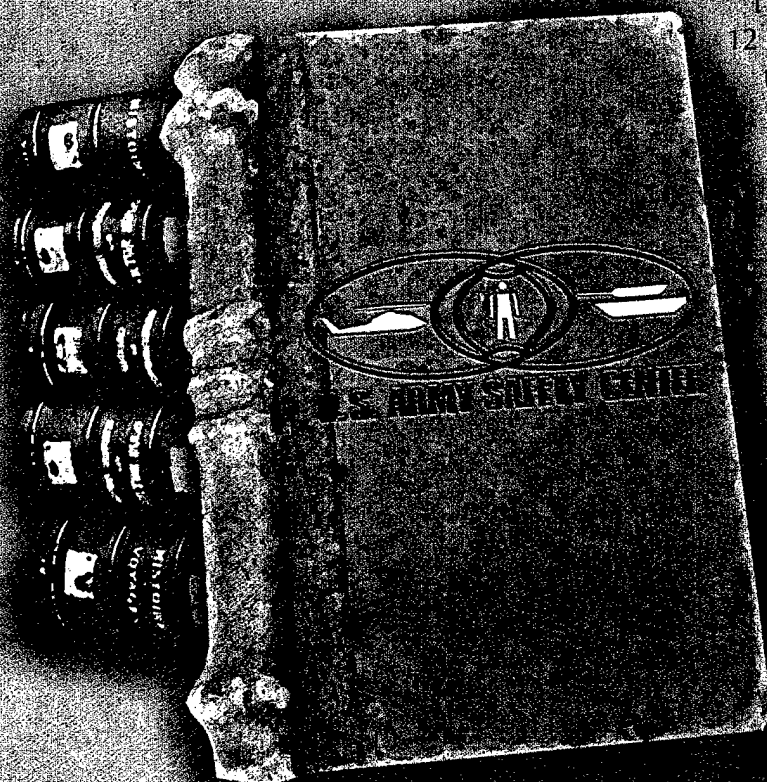
As you can see, just a few simple steps taken by my father that day would have changed completely the outcome of our otherwise fun-filled day. I think my father learned something, because the toboggan was fixed that same day and he never again took all of us out for rides by himself.

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Safety and Occupationala

The U.S. Army Safety Center (USASC) now has more credits! This past September, USASC underwent an accrediting review by the American Council on Education of all safety and occupational health courses. The results were excellent! This is a "good news" story for the field, safety professionals, and for USASC. We can now provide a greater opportunity for safety and occupational health interns and safety professionals.



The following is Phase One of the 2003 Career Program-12 (CP-12) training program. This training program is tailored for safety and occupational health interns, but it is also designed to meet the requirements of safety professionals and military members who need safety training. The complete course schedule is posted on the USASC web site (<http://safety.army.mil>) under the CP-12 hyperlink. Also on the Web site is a course catalog that contains course descriptions of all classes offered. To enroll, both civilians and military members should call DSN 558-3943 (334-255-3943) or e-mail Ms. Jenell Fuller (jenell.fuller@safetycenter.army.mil) to request a slot in a desired class. An original DoD Form 1556 must be brought to class to obtain required signatures. Successful completion of all course requirements will entitle students to request college credit for most individual classes through the American Council on Education. A Master of Science in Industrial Technology Engineering and Safety Management can be earned through this program of instruction.

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INTERN TRAINING PHASE I JANUARY-MAY 2003

OSHA #	Course	Date	Source
	Intern Orientation	6 Jan	USASC
	How the Army Runs	7-8 Jan	USASC
	Supervisor Training Workshop**	8 Jan	USASC
	(**Required for Intern Supervisors)		
	Writing Techniques	9 Jan	USASC
	Briefing Techniques	10 Jan	USASC/WOCC
	Problem Solving	13 Jan	WOCC
	Research Methods	14-15 Jan	USASC
	Theory & Application of Accident Prevention	6-17 Jan	USASC
	Human Factors	17 Jan	USASC
	HOLIDAY	20 Jan	

Health Course Schedule

OSHA #	Course	Date	Source
	Safety Program Leadership & Mgmt	21-23 Jan	TEEX
	MACOM Briefings	24 Jan	MACOM Dir
OSHA 501/600	Industrial Application of Regulatory Initiatives	27-30 Jan	TEEX
OSHA 845	RECORDKEEPING	31 Jan	TEEX
	Risk Management	3-5 Feb	USASC
	Operational Safety	6-7 Feb	FORSCOM
	Quantitative Methods in Safety Mgmt	10-12 Feb	TEEX
	System Safety	13-14 Feb	TEEX/USASC
	HOLIDAY	17 Feb	
OSHA 204A	Advanced Machinery Safeguarding	18-21 Feb	TEEX
OSHA 225/1225	Contemporary & Army Ergonomics	24-28 Feb	TEEX
OSHA 309A	Electrical Hazard Control	3-5 Mar	TEEX
	CAPSTONE I – Ft. Benning, GA	6-7 Mar	N/A
	Health Physics & Radiological Health	10-11 Mar	Army Safety Ofc
	Farley Nuclear Plant Visit	12 Mar	
	Environmental Law	13-14 Mar	TEEX
	Legal Aspects of Safety	17-20 Mar	TEEX/USASC
	Intro to Accident Reporting	21 Mar	USASC
	Fire Safety in Building Design	24-26 Mar	TEEX
	Training Techniques	27-28 Mar	TEEX/USASC
OSHA 201A	Hazardous Materiel Control and Response Methods	31 Mar-4 Apr	TEEX
OSHA 521	Recognition, Evaluation, and Control of the Occ Environment	7-11 Apr	TEEX
	CAPSTONE II	14-18 Apr	N/A
	Accident Investigation and Analysis Techniques	21-25 Apr	TEEX
	Board President's Course (Evenings)	21-25 Apr	USASC
OSHA 510	Hazard Recognition in Built Environments	28 Apr-2 May	TEEX
	Motor Vehicle and Transportation Safety	5-8 May	TEEX
	Career Development	9 May	USASC
	Intro to Range Safety	12-14 May	TRADOC
	Research Project Briefings	15 May	
	INTERN GRADUATION [Phase I]	16 May	

“Wellness, well-being, and safety.” That’s how Col. Paul Willis, Commander, Second ROTC Region, U.S. Army Cadet Command, described his priorities for conducting training at this year’s annual Army ROTC Leader’s Training Course in Fort Knox, KY.

These priorities were taken to heart by the cadre and cadets who participated in the 2002 Leader’s Training Course. The excellent safety record at the Leader’s Training Course earned Second Region special recognition this year—the prestigious Certificate of Achievement in Safety from the U.S. Army Training and Doctrine Command (TRADOC).

initial physical screening exams that identified those who had medical conditions or allergies that might place them at increased risk, to supplying immediate first aid for any minor injuries and manning morning sick call, the camp medical team made sure the cadets stayed healthy and ready to train.

Even the dining facilities got into the safety act, providing good-tasting sports drinks that encouraged cadets to drink more fluids and remain adequately hydrated. Dehydration and associated serious heat-related injuries traditionally have always presented problems during hot-weather military training. However, due to the intense



SCRUTINY PAYS FOR CADET COMMAND

The course, formerly known as Basic Camp, is designed to provide a physically demanding, rigorous training camp for college students who wish to pursue further officer training at Army ROTC battalions on their campuses. Successful completion of the course qualifies graduates to enroll in the Advanced ROTC Course and complete officer training as part of their academic studies.

According to Maj. Frank Skirlo, the Camp Safety Officer for this year’s course, the overall lack of significant accidents or injuries was due to the aggressive risk management practices that were always in place at all camp training sites.

“Throughout the camp, Maj. Skirlo was constantly inspecting training areas,” Charles Betoney, Cadet Command’s Safety and Occupational Health Manager, said. “His overall methodology focused on the more risky training first, and then on to the less risky training sites.”

While the physically challenging training events facing cadets had risks associated with them, Maj. Skirlo, who serves as an Assistant ROTC Professor of Military Science at Colorado State University during the school year, was the extra set of eyes that helped training committees guarantee nothing catastrophic happened, according to Mr. Betoney.

Camp medical personnel also provided essential services to reduce the number of potential incidents and injuries to cadets. From providing

scrutiny by all training cadre at the course, there was only one minor heat-related injury during the entire camp that resulted in a cadet requiring only 24 hours of rest before returning to duty.

Maj. Skirlo attributed this success to the “team approach to safety at all levels” during the course. He said that not only were cadre members sensitized to the physical condition and behaviors of their cadets, but the cadets in training also learned and internalized the Army risk management process, preparing them for future leadership roles.

Clearly, the efforts paid off. With nearly 1,200 cadets in training, the overall reduction in lost-time training incidents decreased by 52 percent compared with the number of injuries during the previous year. Only two cadets were released from camp due to training injuries, a remarkable accomplishment considering the intensity of the training, the number of people involved, and the fact that virtually none of the cadets had prior military experience.

Col. Rodney A. Phillips, the Cadet Command’s Chief of Staff, presented the award in ceremonies at Fort Knox following completion of the course.

POC: Mr. George Whitley, Headquarters, Cadet Command, Fort Monroe, VA, (757) 788-4617, e-mail whitleyg@monroe.army.mil



Personnel Injury

Class A

■ Soldier was killed when he was hit by a round fired from his weapon. SM was on guard duty at the time of the accident.

Class C

■ Soldier sustained a concussion after he fell and struck his head on an object while he was entering a shower in his quarters.

■ Soldier received fractures to his back while participating in a night, non-combat airborne operation. SM had exited the aircraft successfully but became entangled with another SM at a high altitude. SM1 did not have time to prepare for landing after freeing himself from SM2 and landed on his back.

■ Soldier sustained injuries to his head after he hit the mirror frame of an Army truck while performing PMCS checks on a fleet of vehicles.

■ Soldier sustained fractures to his leg after he landed on his canteen and cup during a parachute landing fall. SM was reported to have come down sideways during his descent.

the path of an oncoming M931 AMV.

■ Soldier was killed when his pickup truck overturned while four-wheeling in a quarry. SM was thrown from the vehicle.

■ Soldier was killed when his POV left the roadway and overturned in a culvert. SM was on his way to weekend drill.

■ Soldier was killed when his POV hydroplaned, ran off the roadway, and struck a telephone pole.

■ Soldier was killed when his motorcycle struck an SUV while negotiating a left turn in an intersection.

■ Soldier was killed when the POV he was riding in overturned. The driver of the POV, a civilian, was uninjured.

■ Soldier was killed when he lost control of his POV and struck a tree on the way home from work.

■ Soldier was killed when his motorcycle collided with a POV that was being backed into a driveway.

■ Soldier was killed when his motorcycle was struck at an intersection by an SUV.

■ Soldier was killed when the POV he was driving ran off the roadway, crossed the right lane, hit another POV, went airborne, and then struck

a dump truck. The civilian drivers of the second POV and dump truck were uninjured.

■ Civilian national was killed when he was struck by a POV driven by a Department of the Army Civilian.

■ Soldier was killed when his POV overturned.

Class C

■ Soldier sustained a strain to his neck after a recycling truck hit his vehicle while he was backing out of a driveway. The recycling truck dragged SM's vehicle a number of feet before stopping.

■ Soldier received fractures to his wrist and cuts and lacerations to his head and nose after he was struck by a POV. SM was running to catch up with another group of soldiers crossing the street.

■ Soldier sustained a strain to his neck after he was rear-ended by a commercial truck. SM was at a complete stop in the left lane waiting to turn at the time of the accident.

■ Soldier received injuries to her head when she was struck by a POV while running on a public street.

ACCIDENT BRIEFS
Information based on preliminary reports of ground accidents.



POV

Class A

■ Soldier was killed when he lost control of his motorcycle and crossed into

Tips for Safe Winter Driving

The Three P's of Safe Winter Driving:



PREPARE

Maintain Your Car:

Check battery and tire tread, keep your windows clear, put windshield washer antifreeze in the washer reservoir, check your antifreeze.

Have On Hand:

flashlight, jumper cables, abrasive material (sand, kitty litter, even floor mats), shovel, snow brush and ice scraper, warning devices (like flares) and blankets. For long trips, add food and water, medication and cell phone.

Stopped or Stalled?

Stay with your car, don't over exert, put bright markers on antenna or windows and shine dome light, and, if you run your car, clear exhaust pipe and run it just enough to stay warm.

Plan Your Route:

Allow plenty of time (check the weather and leave early if necessary), be familiar with the maps/directions, and let others know your route and arrival time.

Practice Cold Weather Driving!

- During daylight, rehearse maneuvers slowly on the ice or snow in an empty lot

- Know what your brakes will do: stomp on antilock brakes, pump non-antilock brakes

- Stopping distances are longer on water-covered ice and ice

- Don't idle for a long time with the windows up or in an enclosed space

PROTECT YOURSELF

- Buckle up and use child safety seats properly
- Never place a rear-facing infant seat in front of an air bag
- Children 12 and under are much safer in the back seat
- Sit back 10 inches from an air bag

PREVENT CRASHES

- Drugs and alcohol never mix with driving
- Slow down and increase distances between cars
- Keep your eyes open for pedestrians walking in the road
- Avoid fatigue – Get plenty of rest before the trip, stop at least every three hours, and rotate drivers if possible